

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

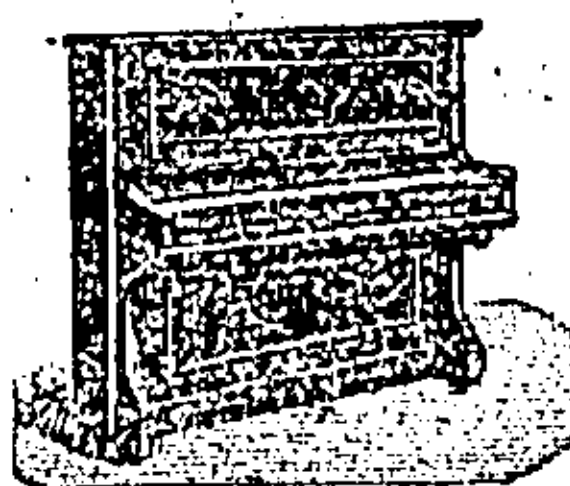
THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [74c]

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT
SYSTEM.

Hongkong, 19th August, 1901. [571c]

COTTAM & Co.

NOW offering Special Sample Consignment
of the Celebrated

K BOOT,

ENGLISH MAKE.

Hongkong, 26th August, 1901. [671c]

KELLY & WALSH, Ld.

NEW BOOKS.

ALL THE WORLD'S FIGHTING SHIPS,
by F. T. Jane..... \$9.50
THE FIGHTS WITH FRANCE FOR NORTH
AMERICA, by A. C. Bradley..... 9.00
BRASSEY'S NAVAL ANNUAL, 1901..... 10.00
BRASSEY'S AIDS, OR HOW TO BE DEAR
TIFUL..... 2.25
ROYALTIES OF THE WORLD..... 6.75
BOXING, by Capt. W. E. Johnstone..... 1.75
WORK, by E. Zola..... 2.25
THE LAST OF THE GREAT SCOUTS:
THE LIFE STORY OF "BUFFALO"
BILL, by H. C. Wetmore..... 2.50

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Romants, Toys, Dolls, Gentlemen's Hats,
Half Hose and Gloves.

R. G. HECKFORD,
Manager.

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [775c]

To-day's
Advertisements.

BY ORDER OF THE SUPREME COURT
OF HONGKONG.
PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH will
sell by
PUBLIC AUCTION,
at their Sales Rooms, Ice House Street,
on
THURSDAY, the 31st September, 1901,
at 3 P.M.,
in two Lots.
THE VALUABLE LEASEHOLD
PROPERTY,
situate at Victoria Hongkong.
Lot 1.
The Valuable Messuages and Premises
known as No. 34, Lower Lascar Row and No.
33 Upper Lascar Row held for an unexpired
term of 91 years at the Annual Crown Rent
of \$11.

Lot 2.
The Valuable Messuages and Premises
known as No. 27 Queen's Road Central, and
No. 52 Jervois Street held for an unexpired
term of 91 years at the Annual Crown Rent
of \$18.
For further Particulars and Conditions of
Sale, apply to
DENNIS and BOWLEY,
Solicitors,
Supreme Court House,
or to
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 29th August, 1901. [941c]

BELILOS PUBLIC SCHOOL.
THE above School will Re-open on MON-
DAY next, September 2nd.
Hours from 6.30 A.M. to 3.30 P.M.
Hongkong, 29th August, 1901. [939c]

ROWLOON BOWLING GREEN CLUB.
THE MEMBERS OF THE KOWLOON
BOWLING GREEN will be "AT
HOME" to their Friends on SATURDAY
AFTERNOON, 31st August, from 4.30, on
the occasion of the Opening of the New Greens on
Austin Road.

JOHN CALT,
Hon. Secretary.
Hongkong, 29th August, 1901. [937c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on cargo—
From London, &c., ex S.S. Himalaya and
Alma.
From Australia, ex S.S. Britannia.
From Persian Gulf, ex B.I.S.N. and B. & P.
S.N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 5th September, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.

Hongkong, 29th August, 1901. [5]

To-day's
Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAINAN,"
Captain Passmore, will be despatched for the
above Ports, TO-MORROW, the 30th instant,
at 3 P.M.
For Freight or Passage, apply to
DOUGLAS LARRAIN & Co.,
General Managers.
Hongkong, 29th August, 1901. [933c]

TO LET.
POSSESSION from 1st January, "THE
CASTLE" on CASTLE ROAD.
Apply to
No. 5, SEYMOUR TERRACE.
Hongkong, 29th August, 1901. [940c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR TAMSUI (DIRECT).
THE Company's Steamship

"DAIGI MARU,"
Captain T. Kitano, will be despatched as above
on SATURDAY, the 31st instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 29th August, 1901. [938c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM TO SHANGHAI.
THE Company's Steamship

"CARINTHIA,"
Captain Marocco, will leave for the above
place on THURSDAY, the 12th September, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 28th August, 1901. [934c]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo
on through Bills of Lading to NEW YORK
and other ports of the United
States in connection
with the
GREAT NORTHERN RAILWAY CO.'S
LINES.

THE Steamship

"MOYUNE,"
Tons 4,646.
is due here on 6th September, and will have
quick despatch.
For Rates of Freight and further Particulars,
apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th August, 1901. [915c]

Intimation.



ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen \$15.00

The following Blends are also recom-
mended, and are unsurpassed
in quality—

A.—THORNE'S BLEND \$10.80
B.—GLENROCH, MELLOW
BLEND, a fine Soda
Whisky of great age..... 10.80
C.—ADELPHI-GLENLIVET 12.00
D.—H.K.D. BLEND of the
Finest Old Malt Scotch
Whiskies..... 14.40

A. S. WATSON & CO. LIMITED.
THE HONGKONG DISPENSARY.

DEATH.
At Macao, on the 23rd instant, at 5.30 a.m.,
MARIA ANNA JOSEFA PEREIRA MARQUES,
the beloved wife of Lourenço Marques. Aged
76 years. [936c]

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 29, 1901.

NOTES AND COMMENTS.

The Case of Inspector Mills.

In another column will be found corre-
spondence dealing with the case of Inspector
MILLS which will, we imagine, serve to show
that Government service is not a particularly
desirable occupation nowadays, at least in
Hongkong. What strikes us as so particu-
larly hard in this case is the fact that,
apparently, the Government made not the
least effort to defend MILLS, but allowed
him to engage his own lawyer at his own
expense, only telling him that his expenses
would be refunded to him in the event of
his being acquitted. That is to say, the
Government practically told him that he
was guilty in their eyes and must do his
best he could for himself, but that if by any
chance he could prove his innocence, then
they would be only too happy to take up his
case and see that justice was done to him.

This is not by any means pleasant reading
for an Englishman. We pride ourselves,
or perhaps it would be better to say that we
pretend to pride ourselves, upon the fact
that, under British law, every man is innocent
until he is proved guilty. In order that this
may be clearly shown to the world it is the
custom at home on capital charges to supply
unrepresented persons with counsel at the
public expense, in order that nobody may be
able to say that they have been found guilty
owing to the fact that they lacked knowledge
of the points of law raised, and were left to
fight the best legal talent by themselves.
But here, as shown by the case of Inspector
MILLS, a man is looked upon by his employers
as guilty until he can prove his innocence;
which is manifestly unjust.

Another thing which must not be lost
sight of is the fact that MILLS was tried on
a charge arising out of an act of duty per-
formed at the direction of the Government
which he served. Therefore it was, really,
the Government, through MILLS, which was
being tried for manslaughter, and one would
have naturally supposed that the Govern-
ment would have taken steps to provide
itself with the best available legal talent for
his defence. It did not matter, so far as we
can see, whether MILLS was guilty or not
guilty; he was acting in a public capacity,
and therefore he was entitled to all the
protection which Government could possibly
afford him in any trouble arising out of
the execution of his duty. Had MILLS been
acting on his own initiative, without any in-
struction, the case might have been different
and he would have had no ground for complaint
if he had had to defend himself. But this
was plainly shown at the Police Court,
was not the case.

Apart from the fact that MILLS, owing to
the failure of the Government to supply
him with proper legal assistance, and to the
fact that they have now punished him for
taking steps to ensure his obtaining legal
help, has been put to great inconvenience
and has been wronged, we think that the
whole affair will serve to damage the public
service. Is it likely that our Sanitary Staff
will care to raid houses in search of over-
crowding now that they know they will not
be supported by their employers in the case
of a fatal accident arising from their carrying
out their duty? Will any respectable man
care to take up a none too well paid job
when he knows that at any minute his duty
may lay him open to a charge of manslaughter
or murder, and that in such an event he will
be denied even the legal assistance which is
granted to the criminal at home? We think
not.

Another question we should like to ask is,
why have we had no trials for manslaughter
arising out of the many deaths which have
occurred owing to raids by the police upon
gambling houses? It is by no means an
uncommon occurrence for a man to fall
from a roof or verandah in the rush to
escape on these occasions, but we never
hear of a criminal prosecution being in-
stituted against the Police. We think that
the whole matter requires thorough investi-
gation. MILLS may have broken Govern-
ment rules and regulations, but according to
him, he was forced to do so in order to
obtain legal assistance. Another question
we should like to ask is, why do we see a
mention of a detective being present when
MILLS was trying to repay one of his loans?
It seems to us that if a man is to be dogged
everywhere by detectives, that the Govern-
ment service is not worth entering. No
wonder that it is unpopular.

REUTER'S TELEGRAMS.

MR. KRUGER AND LORD KIT-
CHENER'S PROCLAMATION.

LONDON, August 27th.

Mr. Kruger, being interviewed by a repre-
sentative of the Daily Telegraph, indignantly
denied that the Boer warfare was irregular.
Lord Kitchener's proclamation, he said,
would only intensify resistance, and that the
only basis for peace was complete indepen-
dence of the republics, and pardon for the
Colonial Afrikaners.

THE FRANCO-TURKISH
DIFFICULTY.

M. Constans, French Ambassador to
Turkey, has left Constantinople, and it is
officially announced that his departure im-
plies a rupture of diplomatic relations
between the two countries.
France is not satisfied with the trade issued
by the Sultan in regard to the quays, ques-
tion, but insists on the settlement of the
claim of all French subjects who

BRITISH SOUTH AFRICA.
BRITISH CONVOY ATTACKED
BY BOERS.

A squadron of Voortrekkers whilst escorting
a convoy were attacked by the Boers, losing
nine killed and twenty three wounded. The
attack was repulsed.

BARON MILNER AT CAPETOWN.

Baron Milner met with a splendid re-
ception on his arrival at Capetown.

AFRIKANDER LEADER
ARRESTED.

Mr. Merriman, an Afrikaner leader in
the Cape Parliament, is under arrest on his
own farm.

WEATHER REPORT.

The Observatory report says—
On the 28th at 11.55 a.m. the barometer has
risen slightly on the China coast. Pressure is
high over the N.E. coast of China, and relatively
low in the neighbourhood of Formosa. Gra-
dient slight for N.E. winds on the China coast,
and for S.W. winds over the middle part of the
China Sea. Forecasts—Moderate N.E. winds;
fair.

LOCAL AND GENERAL.

THE new time ball was dropped at one o'clock
this afternoon.

What a relief the N.E. breeze has been to-
day. Yesterday one wandered about in a bath
of perspiration and to-day it is almost plea-
santly chilly in the wind.

THE other day we noticed what we presume
was one of the new water carts wandering
aimlessly along the New Praya and attempting
to lay the dust. We have not seen the water
cart since and the Praya is as dusty as ever.
How much longer will it take the Government
to make up its mind to attempt to lay the dust?

WITH reference to a recent paragraph in the
Dankok Times containing the words "An
American subject," an American correspondent
writes:—"An American subject," indeed!
There are none. We resent the imputation.
Britains may be "subjects" if they like;
Americans are citizens. The people are the
sovereigns. The public officers, from the Pre-
sident down, are the servants of the sovereign
people."

We have heard many people speak well of the
Steam Laundry. The washing is well done
and is delivered to time, which is a great con-
venience. There is no hargling over prices
or the number of pieces sent, either, for a re-
ceipt is given for each batch of washing sent
down and thus much worry and trouble is
avoided. This is an institution which deserves,
we think, every support at the hands of the
public.

THESE are some of the Geneva rules, govern-
ing modern warfare:—You must not kill or
maltreat unarmed prisoners. You must not
violate flags of truce in any manner or for any
purpose. You must not poison the water
supply of an army; you may interrupt or cut it
off, but you must not poison it. You must not
use poisoned or explosive missiles, or those
made in such a manner as to cause unneces-
sary suffering from wounds.

We notice that the Star Ferry Company are
busily erecting another set of what appear to be
sheep pens on their Kowloon Wharf. It would
be interesting, we imagine, from a shareholder's
point of view to know just what all these
different alterations to wharves and so on have
cost and how much the Company has benefited
by them. When, by the way, are we going to
have an opposition Company start? Competi-
tion is always a good thing!

THE Kowloon Bowling Club have laid out
some very fine bowling greens and erected a
nice little club house on a piece of land off
Austin Road, Kowloon. We hear that the new
greens are to be opened on Saturday next
by His Excellency the Governor. When, we
wonder, is Kowloon going to have a cricket and
football ground of its own? Surely the place
is quite important enough now for such a very
necessary matter to be taken in hand. Did
Kowloon possess a proper recreation ground,
the Band of the Third Madras would not
have to play on a bit of waste land with no
seating or other accommodation for those who
like to enjoy a little good music. What a pity
it is that none of the taipans live at Kowloon!

AN interesting incident is related in The Field.
A night dog was brought to a show, and Lt.
offered to any person who could escape from it
while securely muzzled. One of the spectators
who had had experience with dogs volunteered,
and amused a large assembly of sportsmen
and keepers who had gathered there.
The man was given a long start, and the
muzzled dog slipped after him. The animal
caught him immediately, and knocked
down his man the first spring. The latter
bravely tried to hold his own, but was
floored every time he got on to his feet,
ultimately being kept to the ground until the
owner of the dog released him. The man had
three rounds with the powerful canine, but was
beaten each time, and was unable to escape.

So the little difference between France and
Turkey is not amicably settled yet. France is
not satisfied, the French Ambassador to Turkey
has left Constantinople, and diplomatic relations
are broken off. It is passing strange that a
rupture should occur between the two countries
at a time when the Tsar is just about to visit
France, and it will be interesting to watch the
course of events and see if the Bear is really
using France as a catspaw. In view of our
own complications in South Africa and China,
and the fact that Germany is also occupied with
the East, it might well be that the two sworn
allies were playing a little game of their own
for the discomfiture of the Sultan, and as a
consequence, the blackmailing of ourselves and
the other interested Powers. But we have no
news of any fighting yet, and so it is too early
to make predictions.

It is really amusing to see the manner in which
Mr. Kruger still continues to try and humbug
the public. His hurried flight ought to have
proved to everybody that he himself looked
upon the Boer cause as lost, and yet he would
now have us believe that the only hope of
peace is the granting of complete independence
to the two states which we have annexed by
force of arms, and the pardon of men who can
only be looked upon as traitors. Of course
Mr. K. does not think Boer methods of warfare
irregular. How can he do so when he himself
walked off with all the available petty cash of
the Transvaal? We have no doubt that, had
he the pluck, he would be only too glad to join
in the irregular warfare himself, but as matters
now stand he finds it pays better to masquerade
as an exile and live comfortably upon the
pocketed funds of the burghers. What an
arrant old humbug the man is!

ACCORDING to a writer, the shell-fish that grow
in the waters of the Pacific on the California
coast are a poor lot, and repeated attempts have
been made to improve their quality. Oysters from
the East have been planted in San Francisco
Bay, but they don't thrive. Lobsters also have
been carried there. The first lot of young lobsters
that went out quarrelled so violently in their
tanks that they arrived in a deplorable state of
dismemberment. Many were dead, and the bot-
toms of the tanks were strewed deep with claws.
"We can better that," said the fish commissioners,
so when they shipped another lot (at a cost of
10,000 dollars) they put wooden wedges in the
big claws of all the young lobsters so that they
could not fight. They arrived in good order,
were put into the bay, and not one of them was
ever seen alive again. After a while it was
remembered that the wedges had not been
taken out of the lobsters' claws before they
were turned loose. Consequently they could
not shut their claws; consequently they could
not get their living; consequently they starved.
Does anyone know a sadder story than that?

THE LASCAR ROW COLLAPSE.

An enquiry into the death of the man who
was killed in the collapse in Lower Lascar
Row on 21st instant was held before Mr.
Hareland this afternoon.

Dr. Bell stated that death was due to suffoca-
tion.

Mr. H. P. Tooker, Acting Assistant Director
of Public Works, said that the collapse occurred
in one of a row of houses fronting on Lascar
Row and backing on a lane ten feet wide. The
whole row was undergoing alterations and ad-
ditions, an additional story being added to each
house. On visiting No. 21 Witness found the
additional floor of the kitchen had been con-
structed, but that all the old kitchen floors (3 in
number) had collapsed. These had not been
interfered with in any way by the new work.
The floor joists on examination were found
to be completely decayed by dry rot. (A
portion of one of the joists was produced.)
Witness attributed the collapse to the decayed
timber in the floor joists of the top kitchen
floor.

Mr. P. T. Crisp, Inspector of Buildings, said
he was called to the scene of the collapse
on the 21st instant. He found new bricks
and tiles amongst the debris of the collapse,
probably about half a ton's weight. This weight
had caused the ends of the rotten joists to
break completely off. The cause of these
beams dry rotting is that the architects allow
them to be built right into the walls, thus
excluding air from the timber and causing the
ends to rot and break off short with the face
of the wall with any extra heavy weight,
leaving the broken end still in the wall. In
his opinion the collapse was due to this faulty
construction.

Mr. Tooker, recalled, did not think it could
be called faulty construction in this case, as at
the time the houses were built the building of
beams into the walls was allowed by law. It was
not allowed under the present Building Ordinance.
He agreed with Mr. Crisp that the collapse was
due to decayed timbers, but could not say if the
accident would have been prevented had the
beams not been imbedded. He was of opinion
that the floor would have collapsed under any cir-
cumstances, but thought the half ton of bricks
and tiles made it collapse sooner. It would be
risky to put half a ton on an ordinary Chinese
floor.

Mr. Hareland found that the death of the
man was caused by suffocation owing to his
being buried in the debris of the collapsed
floors, the collapse being occasioned by dry rot.

AT THE MAGISTRACY.

IMPORTANT OPIUM CASE.

Wong Fong was charged with illegal pos-
session of 41 taels and 6 mace prepared opium.
The defendant surrendered to his bail of \$1,000.
Mr. F. B. Deacon appeared for the prosecu-
tion and Mr. J. F. Recco for the defence.
Kea Sing, the complainant said, he was
excise officer No. 77. He saw the defendant
on the Praya Central Wharf on the 21st instant
at 3 p.m. coming from a launch; he had a
bundle with him. The witness asked him
what it contained. The defendant replied
"Medicine" but afterwards said opium. The
defendant produced 40 certificates. The wit-
ness, arrested him, because the certificates
related only to the New Territory.

To Mr. Recco—His master was the opium
farmer. He could not read Chinese. He
did not know the licence for the New
Territory. His master had told him to ar-
rest people with pink certificates coming to
Hongkong. The papers covered the opium
and it is Opium Farmer's opium. Inspector
Warnock refused to take the charge at the
station. He took the defendant to the Opium
Farmer, who told him to charge him.

For the defence, Mr. Recco called W. G.
Warnock. Being sworn, he said the first witness
brought the defendant to the station. He
found the certificates covered the amount of
the opium. He told the excise officer to take
the man to the Opium Farmer. They returned
with a chart asking me to accept charge against
defendant.
To Mr. Deacon—He was informed the certi-
ficates were for the New Territory, and not for
Hongkong. That was the reason he told them
to go to the Opium Farmer. After hearing counsel, Mr. Hareland found
the defendant guilty of one count of illegal pos-
session and the opium to be forfeited.

ENQUIRY INTO THE RECENT COLLISION IN THE HARBOUR.

As notified by us shortly yesterday, an enquiry took place before Mr. Hazland as to the collision between the *Lee Sang* launch and a boat belonging to the hospital ship *Meane*. The first witness' evidence was slightly different to the statement he had given previously. Inspector Gourley pointed out one or two discrepancies. The witness Chung Fuk said he saw red, white, and green lights approaching them and he flashed a bullseye lantern in the direction, at the same time shouting out. While doing so the launch ran into and cut them down. He was thrown into the water and was picked up by the launch people. Chan San said he did not hear the coxswain give the order to flash the light. He was in the water, he thought, about half an hour before being picked up.

The coxswain of the launch was then called and said his name was Pang Fat. He was coxswain of the launch *Lee Sang*. About half past ten on the night of the 17th, he was coming West from Causeway Bay. It was a dirty night with a strong wind and rain squalls. Although a good lookout was kept he ran into a dark object that proved to be a boat. He stood by for about an hour, picking up two men. The boat was showing no light. The launch was only going half speed. If a light had been shown he must have seen it.

A seaman on the launch who was on the lookout, thought at first the dark shadow was a buoy. He was certain there was no light on the boat. His Worship said the bulk of evidence was that there was no light shown in the boat, and exonerated the coxswain of the launch from all blame, simply holding that the eight men came by their death from drowning.

THE CASE OF INSPECTOR MILLS.

HARSH TREATMENT OF A SANITARY OFFICER.

We are indebted to our contemporary the *Daily Press* for permission to publish the following account of the case of Inspector Mills, which they published yesterday.

In April last, it will be remembered, Inspector Mills, of the Sanitary Department, was arrested on a charge of manslaughter, on the evidence of three Chinese, who alleged that he had caused the death of a Chinaman by pushing him from the roof of a house, which the Mills was inspecting. Mills denied the charge, and on being suddenly accused by a rush of coolies from the rooms below, who were trying to escape the inspector, he rolled from the roof and was killed.

Previous to his employment as inspector, Mills had resigned from the Gaol, where he served as a gaoler. He was originally a soldier, and claims to have good papers. While he was employed under the Sanitary Board here he bore a good character. On being charged at the Police Court with manslaughter, Mills pleaded not guilty, and was subsequently released on \$100 per month, and having a wife and children—one of who died during his trouble—Mills was unable to engage a lawyer, having no money, and the Government which he served declined to provide him with counsel, although the accident had taken place whilst he was engaged in his duty.

Being in a state of mind which can easily be conceived with such a grave charge against him, Mills as a last resource, was compelled to borrow \$200 to secure a lawyer, and this sum was made up of small amounts, such as \$2 and \$5, contributed by Chinese.

Having engaged counsel he received the following:

62, Queen's Road Central, Hongkong, 14th May, 1901.
Dear Sir,—I send you on the other side a copy of a letter I have received from the Sanitary Board.
It is for you now to decide whether or not you will retain counsel.
I should strongly advise you to do so.
I am, Dear Sir,
Yours faithfully,
J. F. REECE.

Mr. JOHN MILLS.

(Copy.)
Sanitary Board Office,
Hongkong, 14th May, 1901.

Sir,—In reply to your letter under date of 11th May, 1901, I am directed to inform you that an application by Mr. John Mills for the payment of part of the whole of the expenses of his defence on the charge of manslaughter which has been brought against him will be considered by His Excellency the Governor if, and when, he is acquitted.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) G. A. WOODCOCK,
Acting Secretary.

J. F. REECE, Esq.

In due course Mills was committed for trial, but before the day appointed something apparently went wrong with the evidence for the prosecution, for the case was withdrawn by the *Proclamation*. Had the evidence for the prosecution been in any way reliable, the case could not possibly have been withdrawn. On 18th May, Mills was called before the Chief Justice and dismissed.

The same day Mills resumed duty as Sanitary Inspector, and sent in the following letter:

Hongkong 20th May, 1901.
Sir,—I have the honour to inform you that the Attorney General declined to proceed with the charge of manslaughter brought against me by Wong Nam, Wong Sz and Wong Tai, and requested the Chief Justice to discharge me by proclamation.

This was accordingly done to-day by His Lordship, and I now beg that you will request the Government to assist me in the payment of the expenses incurred by me to defend myself against this charge, which was incurred in the execution of my duty.

I attach Mr. Reece's receipt for \$200, which has already been paid by me with money which I have been compelled to borrow.

I have the honour to be, Sir,
Your obedient servant,
J. F. REECE.

Inspector of Nuisances.

Dr. FRANCIS CLARK,
Medical Officer of Health.

The cheque was duly sent to Mills and he cashed it, and paid back the money he had originally borrowed, excepting small amounts totalling \$20, due to four persons. Mills alleges that these four persons refused to receive their money back, because they told him they had instructions not to accept it. At the shop of one of these (62, Queen's Road Central), the Chief Detective Informer, Chi Hing, was present, and told Mills to pay the money back to the Superintendent of Police, which Mills declined to do. Some time after this Mills received the following:

Colonial Secretary's Office,
Hongkong, 13th June, 1901.
Sir,—I am directed to forward to you, which I do, herewith, four charges, against you of procuring contributions towards defraying legal expenses connected with your defence upon a criminal charge of manslaughter.

I am also to call upon you to state in writing, within seven days of the date of this letter, any grounds upon which you rely as exculpating yourself from these charges or any of them, and also, in the event of your admitting any of such charges, any grounds which you desire to urge against your being suspended from office, or otherwise punished as provided for by the Colonial Office Rules and Regulations.

I have the honour to be, Sir,
Your obedient servant,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Mr. J. MILLS,
Inspector of Nuisances.

(Enclosure.)

1. That on or about the 3rd day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of ten dollars by one Li Shan-fan, of the Lai Hing shop, No. 153, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

2. That on or about the 4th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of one dollar by one Man Lu-chio, of the Tsun Hing tea-shop, No. 159, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

3. That on or about the 6th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of five dollars by one Li Yau-tsin, of the Ki Shing pawnshop, No. 185, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

4. That on or about the 5th or 6th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of two dollars by one Chan Tung, of the Ki Hing pawnshop, No. 1, Wing On Street, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

Inspector Mills replied as follows:

Hongkong, 18th June, 1901.

Sir,—I am in receipt of your letter No. 9 of the 13th inst. The same has had my earnest consideration, and I respectfully beg to submit the following:

A.—I admit the charge of procuring contributions towards defraying legal expenses connected with my defence upon a criminal charge of manslaughter brought against me.

B.—I am unaware that in doing so I committed any breach of the Colonial Rules and Regulations. Your letter under consideration does not specify such rule or regulation.

C.—In connection with such charge, I beg to respectfully submit the following explanation. It is unnecessary for me to go into the details of the charge of manslaughter, as they are known to you, and also the fact that such charge was withdrawn against me. When such charge was preferred against me at the Police Court, I occupied a very painful position as a Government servant. I anticipated that Counsel would be placed at my service to defend me against, as was subsequently proved to be, so unjust a charge incurred whilst I was in the execution of my duty. Such Counsel not being forthcoming, I was compelled in vindication of my public and private position on my personal responsibility to engage a lawyer.

I did this after consultation with the Head of my Department, who was unable to promise me any financial assistance in defraying my legal expenses.

D.—On the advice of my friends, for I was without the assistance of a lawyer, and considering the seriousness of my position, I solicited subscriptions which would enable me to engage Counsel for my defence.

E.—In doing this I was unaware that I committed any breach of the Colonial Rules or Regulations.

F.—Subsequently when the charge against me was withdrawn, I received from the Treasury a cheque covering the cost of my legal expenses, for which I was deeply grateful. I then refunded as many subscriptions as I was able to.

G.—In conclusion I respectfully submit—and considering the great trouble I experienced and the unjust and untrue position I occupied when prosecuted on so serious a charge, incurred through an unfortunate mishap whilst zealously engaged in the execution of my duty—that I should be granted compensation.

I respectfully trust that this will have your kind consideration.

I have the honour to be, Sir,
Your most obedient servant,
J. F. REECE.

Inspector of Nuisances.

The Hon. T. SERCOMBE SMITH,
Acting Colonial Secretary.

This evoked the following reply:

Colonial Secretary's Office,
Hongkong, 29th June, 1901.

Sir,—In continuation of my letter No. 9 of the 13th inst., I am directed to inform you that as your written reply of the 18th inst. was not considered by His Excellency the Governor such as to exculpate you from the charges brought against you, the question of your suspension will be brought before Executive Council on the 9th proximo, at 11 a.m., and that you will be allowed to appear before the Council on that date and at that hour to defend yourself orally.

I have the honour to be, Sir,
Your most obedient servant,
J. H. STEWART LOCKHART,
Colonial Secretary.

Inspector of Nuisances.

Inspector Mills states that he duly appeared before the Executive Council, presided over by H. E. Sir Henry Blake, and admitted borrowing the money (he had done so before he was accused—see letter of 20th May). He pleaded that in doing so he was unaware that he had broken any Colonial Office Rule or Regulation. When asked if he desired to call any witnesses, he requested that the Hon. F. H. May, Captain Superintendent of Police, and Chi Hing, the Chief Detective Informer, should attend, as well as other Chinese. The case was adjourned.

At the second hearing, about a week later, the two witnesses, Mills asking why, he was not present, and on his asking, a statement informed they had sent in written statements (which were not read to him) and were unable to appear.

Mills alleges that he was not convicted on the original charge, but was punished on a subsequent charge (of which he had no notice) namely, that he borrowed money, and did not return it. He pleaded he was unable to do so when the men would not accept it.

The punishment inflicted on him was that his annual increment would not be granted from the 16th November, 1901, for twelve months. In addition he was severely reprimanded.

On the 1st August, 1901, Mills states that he sent in his pay-sheet, and when it was returned he found his increment had been stopped from the 11th inst.

The following letter is scarcely to be wondered at:—
Hongkong, August, 1901.

Sir,—I have the honour herewith to tender you my resignation as Sanitary Inspector of the Sanitary Board, which I trust will be at once accepted and permission granted to me to leave immediately.

My reasons for leaving the service should be readily understood by you and H.E., the Governor, for I consider that in regard to the attitude of the Government towards me in connection with the charge of manslaughter, and its subsequent harsh treatment of me after I was proved to be innocent, are reasons why I should resign on the first opportunity.

I have the honour to be, Sir,
Your obedient servant,
J. F. REECE.

Inspector of Nuisances.

Dr. FRANCIS CLARK,
Medical Officer of Health.

Accepting the verbal statements of Mills to be correct—he assures us that he is prepared to swear to them, while the written evidence cannot lie—comment on the above would be superfluous. It is hard to believe that such treatment as alleged could transpire, and so discredit an honourable British Service, and we trust that, if any retaliation is possible, it will be placed at our disposal for publication.

THE HONOURS LIST.

(From Our Own Correspondent.)

TIENSIN, August 17th.

The Honours List has naturally been the topic of the week. Of course no one has been "quite" satisfied and the impossibility of pleasing everyone has been once more demonstrated. On the whole, however, the honours have given general satisfaction, and the few disappointed ones are building hopes on the possibility of a supplementary list a few weeks later. On dit that the Volunteers and Home Guard will get medals, as well as several other civilians who did very noble and self-sacrificing work, and there are names which certainly ought not to be left out of the medal list. It would be gratifying if some movement was made in the direction of journalistic honours, and honest work as distinguished from irresponsible sensationalism rewarded. This will come in time, no doubt, and greater discretion be shown in the correspondents allowed to go to the front, then the profession would not stand so badly in military books as I fear it does now. Some notice and mark of appreciation might surely be forthcoming for journalists permanently established who have steadily watched events and possibly predicted them; who have scrupulously avoided increasing international difficulties and complications etc. His Majesty would probably feel some interest in having one or two names I could mention brought to his notice; and the hard worked recorder of last year's events surely deserves a medal as much as some who made very showy rifle stands if they did nothing else. The exodus of troops goes steadily on, but it is no means certain yet that stronger garrisons than at first estimated will not remain within very easy hail of Tientsin. There are rumours of incoming as well as outgoing Germans for instance, and we have not our friends the Russians with us yet. The Russians may possibly use their new concession on the opposite side of the river as a camp ground, and may pour in a large garrison at the last moment after every one else is gone. This would be truly Russian policy. The 7th Rajputs are expected down from Peking on Monday, but I believe the 6th Burmas may go up to-morrow, so as to let dear old Li see that we can put in as well as take out.

It is impossible to ascertain with any definiteness what is transpiring in Peking, but there are not going on too quietly, and the situation remains a pleasant dash of speculation. Yesterday a private telegram was received here saying the Protocol was signed, but even then it has presumably to be ratified.

Heavy rains have continued throughout the North, and though to-day opened brightly it is already clouding over with assurances that, as one little girl naively put it—the "Sun has not done crying yet." The line between here and Newchwang is all more or less interrupted by floods, and the Manchurian line has, I understand, also suffered badly. The crops around Shanhaikuan were keeping pretty good, but in many places the floods have of course destroyed them.

The river is very full of water just now, and to look the river would inspire no confidence in the breast of any merchant captain after his appearances are misleading and the channel, which runs fifteen feet deep at high tide and 7 1/2 at low, is exceedingly narrow. While much of the improvement is no doubt due to the river improvement work, the channel will doubtless get shallower again as the rains cease. Next year, however, we look for decided results. The *Kunsheng* has been up without much difficulty and may get up again, and it was nice to see so big a vessel at the Bund once more, and we look forward hopefully to the restoration of old times to Tientsin.

Many new schemes are being floated, electric light for Tientsin City; Water Works very probably; a Land Investment Company for the new concession; and a new railway line. The Provisional Government have granted a concession to the Germans, French and Japanese, I hear, object to the line running through their Settlements.

More houses are sadly needed here, and with the prospect of military families coming in, it is perplexing to think what will become of them. Why the military do not build married men's quarters is a puzzle. Bricks and labour are both cheaper than the rentals being asked—and paid.

The Russians are apparently carrying things with a high hand in Newchwang, as you will see by several proclamations which our local paper, the *Lat Pau*, has published. This is in a private letter I had from there, some doubt was expressed as to whether there really was as much trouble in Manchuria as is represented. The Chinese, however, adhere to it that they are and intend to continue making things unpleasant for the Russians.

Cheerful Lieut. Wallace, of the Hongkong Regiment, has been welcomed back to Tientsin from India, and after doing a short turn on the Railway Staff is now doing Treasury Chest duty, and making the best of life generally. Capt. Anderson, of the same, is still in Japan.

The *Lat Pau* Sergeant gave a stunning smelter a few nights ago in the Gordon Hall, and as an honoured guest, was much surprised by the excellent management and generous liberality of the entertainers, and the excellent way in which many of the songs were sung. Col. Sergt. Clark and Sergt. Major Kirby, both distinguished themselves. Capt. Douglas, Lieut. Wallace, Capt. Fane, and many other officers were present.

THE PLAQUE.

Number of cases reported up till noon of the 28th August, 1901	Chinese.....1,539
Number of cases reported during the past 24 hours	Chinese.....30
	Other Asiatics.....0
	Europeans.....0
Total number of cases reported to date 1,622	
Number of deaths reported up till noon of the 28th August, 1901	Chinese.....1,505
Number of deaths reported during the past 24 hours	Chinese.....11
	Other Asiatics.....0
	Europeans.....0
Total number of deaths recorded to date 1,551	
Since upon on Saturday last the cases and deaths are:	
Cases Chinese.....1	
Other Asiatics.....0	
European.....0	
Deaths Chinese.....1	
Other Asiatics.....0	
European.....0	
Total.....2	

The plague returns for last week were—
Cases.....3
Deaths.....2

RAUB MINES.

Acting Manager's Report to August 17th, 1901.

Bukit Telis Mine.—The 150 ft. south level has been driven 34 ft., making the present and 240 ft. from the east crosscut. The reef in the face is 3 ft. wide, and shows an occasional colour of gold, but striking a general average for the 34 ft. driven, the quality is rather poor.

The rising stopes above, and this level is turning out fair quality stone, and where the winze that is now being sunk from the 50 ft. level is connected to the stopes, we should have a payable block of stoning ground.

Tunnel level.—This level has been extended 28 ft., and is now 214 ft. from the 50 ft. crosscut. The reef is small in the end, being 1 ft. wide, but we passed through 6 ft. of low grade stone 200 ft. from the crosscut.

No. 1 South Winze.—This winze is being sunk at point 180 ft. from the crosscut and is now down 26 ft. The reef in the bottom is 3 ft. wide, and the quality appears to improve as the depth increases.

Another 55 ft. sinking will connect the winze with the stopes above the 150 ft. level.

Intermediate Level.—From the north winze on the west side we continued driving to a total distance of 129 ft., but finding it unpayable, driving was stopped.

Intermediate North from No. 1 Winze.—We have driven 63 ft. north from No. 1 Winze at a place where it was previously reported to be good, but finding nothing of a payable character, driving has been discontinued. Stopping is now being carried on above the north 50 ft. level on a reef averaging 2 ft. wide of fair quality stone.

North Bukit Koman Mine.—The only development now being made in this Mine is the driving of the 100 ft. north level on the east side. The reef in the end is small at present 1 ft. wide, but should open out again and improve in quality as we get further into the hill.

South 100 ft. Level on East Side.—This has been connected with the 140 ft. north level from Bukit Koman main shaft, and we are now using the north shaft as a pumping station. Nearly all the water from the 140 ft. north level is running to the north shaft, and lifted to the surface there.

We have started to open an intermediate level from the south end of the main shaft 60 ft. from the surface, where, as previously reported, payable stone was struck.

A prospecting shaft has been sunk between Bukit Telis and North Bukit Koman to a depth of 63 ft., but is stopped for the present, owing to foul air at the bottom.

Bukit Koman Mine.—The main engine shaft is now down 30 ft. below the 240 ft. flat. The ground at the bottom is very hard, and bad for breaking. The water also is getting troublesome, but we expect to make better progress in a short time, when we get another pump to work in the shaft to assist the one now in use.

200 ft. or South Intermediate Levels.—Are looking very well, and we have 100 ft. of levels driven, north and south from Nos. 1 and 2 winzes, exposing a reef averaging 3 ft. wide which has been assayed every 4 ft. giving a fine assay value of 2 1/2 dwts. 21 gr. to the ton. This 200 ft. of reef we have already driven to date should give us 1,300 tons of ore reserve above these levels.

The reef in the north level from No. 1 winze is fully 5 ft. wide, and has every appearance of keeping its size and quality going north. In the south level there is 4 ft. of stone which is also looking very strong. In the end of the levels at No. 2 winze, the reef is smaller, but assays a little better.

140 ft. North Level.—At a distance of 104 ft. from the main shaft, this level was connected with the 100 feet level from North Bukit Koman, and we find it a great advantage in sinking our main shaft to run the water from the 140 ft. level to the north shaft.

120 ft. South Level.—This level is now in 32 ft. from South Bukit Koman shaft, then present and being in poor country. We cut several bunches of unpayable quartz, and a small crosscut is now being driven east to test the country east of the main level. Above this level we are working 16 ft. stopes on the foot-wall and 3 on the hanging wall. On the footwall stopes there is a continuous reef from No. 3 to No. 5 air shafts, varying from 2 ft. to 15 ft. in thickness. The narrow stopes are turning out the most gold from here, while the quality of the stone where the reef is wide is poorer.

Hanging Wall Leg.—In the 3 stopes above this level the reef will average 3 ft. wide, and appears to improve in quality as we continue stopping south.

We are preparing to sink a winze—150 feet from the 200 ft. winze, where a rich chute was previously worked above the 140 ft. south level.

Bukit Telis Mine.—The new pumping and winding machinery is completed, and is working very well. It is a great satisfaction to know that our troubles as regards water are over, now that we have efficient pumping machinery at work.

100 ft. south level is in 244 ft. from the east crosscut. The reef has been small for the last 10 ft. driven, but it is opening out again, and is now 1 ft. 6 in. wide in the end, and of good quality. In the stopes above this level the gold varies from 1 ft. to 3 ft. in thickness, and where the reef is small, the stone is rich, whilst the larger portions are not so good.

100 ft. North Level.—This level has been extended 27 ft., and is now 100 ft. from the east crosscut. The reef is still poor, and the large quantity of slush that came out of the end since we struck the heavy water has prevented us from making much headway, and has weakened the ground to such an extent that the whole side of the drive gave way. We are now timbering the level, which is almost finished.

West Crosscut.—This is in 23 ft. from the shaft and the last cut struck a very smooth wall, which looks like the wall of a lode, with a little water oozing out.

100 ft. South Level.—This is now 382 ft. from the prospecting shaft. The lode has been a little broken owing to a small fault, or cross course cutting the reef, but it is becoming solid again on the hanging wall.

In the 7 stopes above this level all of which are looking well the reef varies from 6 in. to 6 ft. in thickness.

No. 2 Winze.—At a point 200 ft. No. 1 south winze a winze is being sunk to connect with the 160 ft. south level. It is now down 23 ft. with 9 ft. of rich stone in the bottom.

New Hopper.—All the foundation and frame work of the New Hopper at this mine are completed, and a start has been made to put on the decking. In the course of a week or two we shall have a very strong Hopper with a capacity of 300 tons.

New Mine at Slope.—Midway between Bukit Hitan and Bukit Koman a main engine shaft is being put down where good gold was cut in a prospecting shaft. We are now down 20 ft., and the surface work has been fixed for large pumping machinery, as we are of opinion that heavy water will be met with here.

Prospecting.—The prospecting shaft N. E. of Raub Hole is down 14 ft., and the pump and boiler now in course of erection are almost completed. A start will be made to unwater the shaft to-morrow.

Two prospecting tunnels are in progress. One west of Raub Hole, and the other opposite Bukit Hitan, but nothing of a paying nature has yet been discovered.

Statistics.—The result of last month's crushing was as follows:—
1,433 oz. 19 dwts. smelted gold from 3,522 tons of stone.

Electric Plant.—The working of this continues satisfactorily.

General.—Judging from present appearances I am of opinion that the crushings will improve in the near future.

We are vigorously pushing ahead prospecting work, and this, together with the main shaft in Bukit Koman now being deepened, and Bukit Hitan shaft about to be sunk further, I consider the mines should shortly be in a better position than they have been, for some time past.

A competent surveyor who has had a large experience in Western Australia and elsewhere has lately arrived here, and an assay and other plans of the mine will be prepared as soon as possible.

JOHN EGLINTON,
Acting Manager.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....29.755

Thermometer.....87.0

Humidity.....83.0

Rainfall.....13.482

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer.....81

Temperature.....81

Humidity.....85

Rainfall.....0.03

TO-DAY.

Thursday, 29th August, 1901.

Chinese—16th of 7th moon of 27th year of Kwang-si.

Sun—Rise.....5hr. 35min.

Seis.....6hr. 20min.

High water—Morning.....7hr. 50min.

Afternoon.....9hr. 9min.

Low water—Morning.....5hr. 30min.

Afternoon.....5hr. 53min.

ANNIVERSARIES.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HA-KATA MARU	Kobe and YOKOHAMA	To-morrow, 30th August, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

HONGKONG, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT. For further Particulars apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK, to the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"MASSILIA," Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th August, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Bracmar	3,601	W. Walt	Sept. 3
Duke of Fife	3,821	J. S. Cox	Sept. 10
Olympia	2,837	J. Truebridge	Oct. 1
Victoria	3,502	J. Pantou	Oct. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £32. Excellent accommodation. First-class Table. DOCTOR AND STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE, GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th August, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

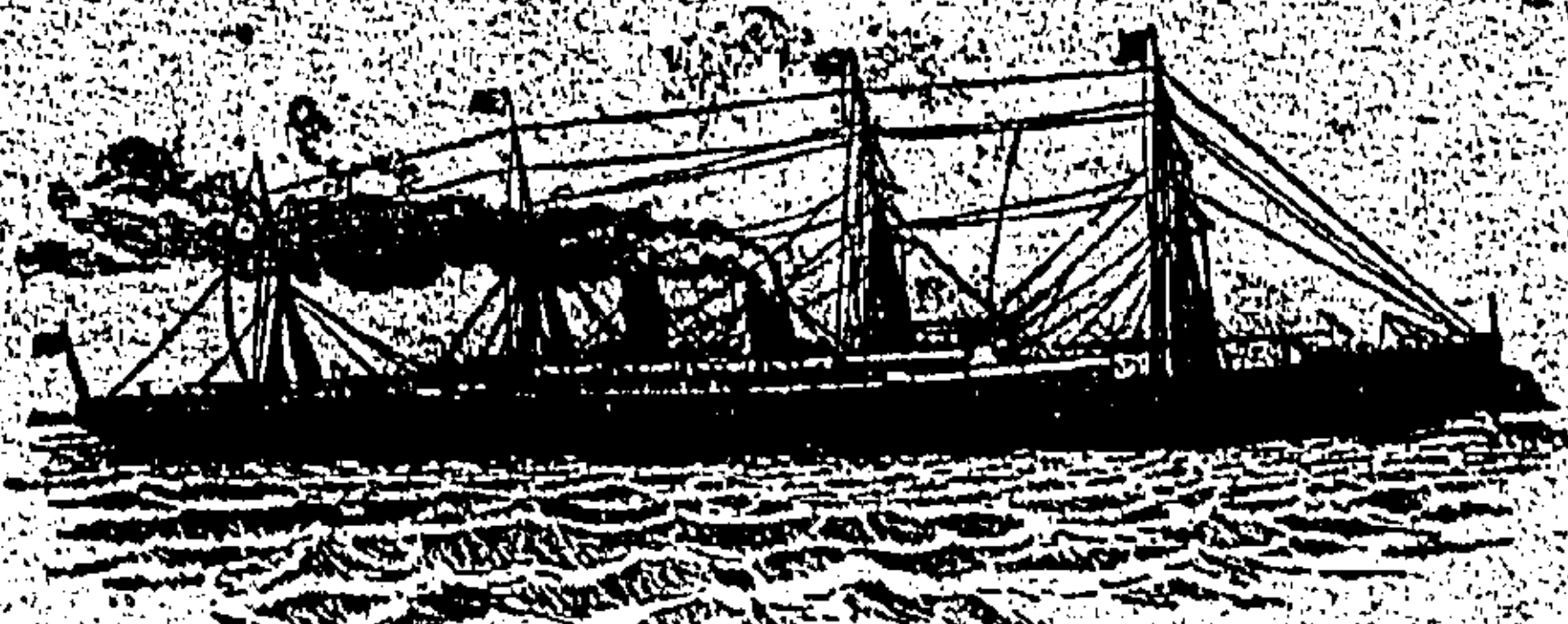
STEAMERS.	DESTINATIONS.	SAILING DATES.
JUPITER	HAVRE and HAMBURG	10th Sept.
MOGUL	HAVRE and HAMBURG	21st Sept.
KURDISTAN	HAVRE and HAMBURG	3th Oct.
SATSUMA	HAVRE and HAMBURG	14th Oct.
LENNOX	HAVRE and HAMBURG	25th Oct.

For further and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 26th August, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"COITIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABLIO"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

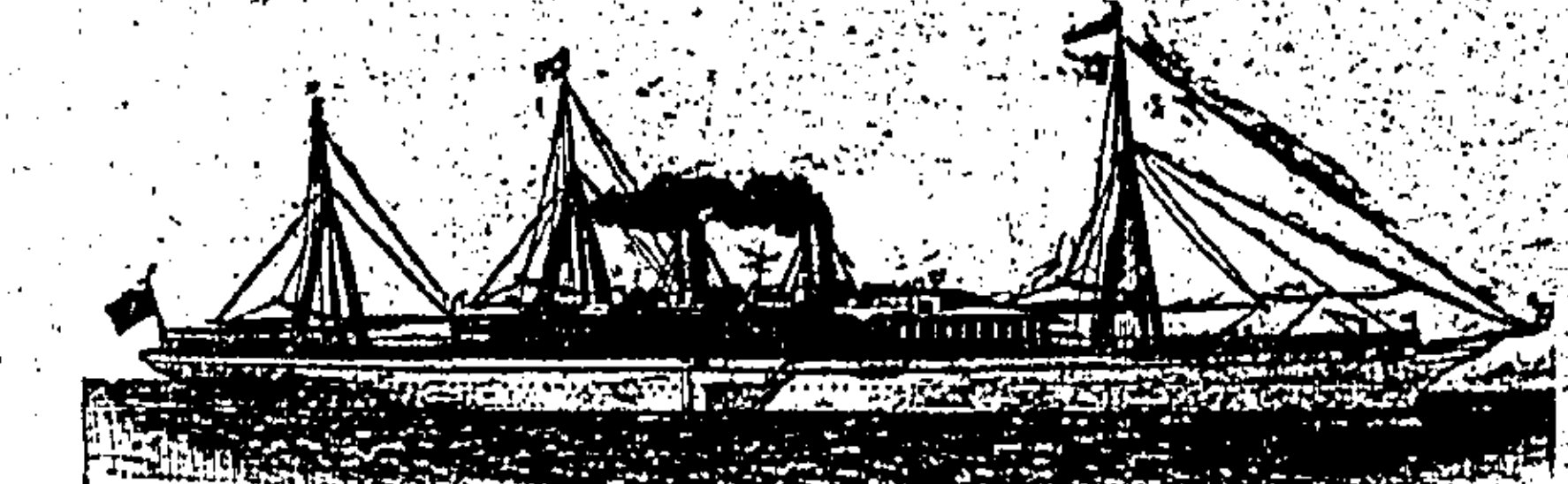
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN. Comdr. H. Pybis, R.N.R. ... WEDNESDAY, 25th September.
EMPRESS OF CHINA. Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 23rd October.
EMPRESS OF INDIA. Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	HAVRE and HAMBURG	10th Sept.
ANDALUSIA	HAVRE and HAMBURG	21st Sept.
ARABIA	HAVRE and HAMBURG	3th Oct.
ARAGONIA	HAVRE and HAMBURG	14th Oct.
Port	HAVRE and HAMBURG	25th Oct.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 27th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	CHANGSHA	31st instant.
NAGASAKI and KOBE	KANBU	31st instant.
CHINKIANG and SHANGHAI	KIUKIANG	31st instant.
TIENTSIN	NANCHANG	31st instant.
TIENTSIN	FOOCHOW	3rd September.
NAGASAKI, KOBE and MOJI	TIENTSIN	3rd September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 29th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	PYRRHUS	11th September.
"	ULYSSES	12th September.
"	AGAMEMNON	19th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	STENTOR	3rd September.
"	IDOMENEUS	17th September.
"	AJAX	1st October.
LIVERPOOL (DIRECT)	ORESTES	about 15th September.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 28th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 1st September.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 3rd September, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th August, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

Captain K. Sasaki, will be despatched for the above Port, on or about the 10th September.

To be followed by the

S.S. "ANAPA,"

about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 26th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City

